

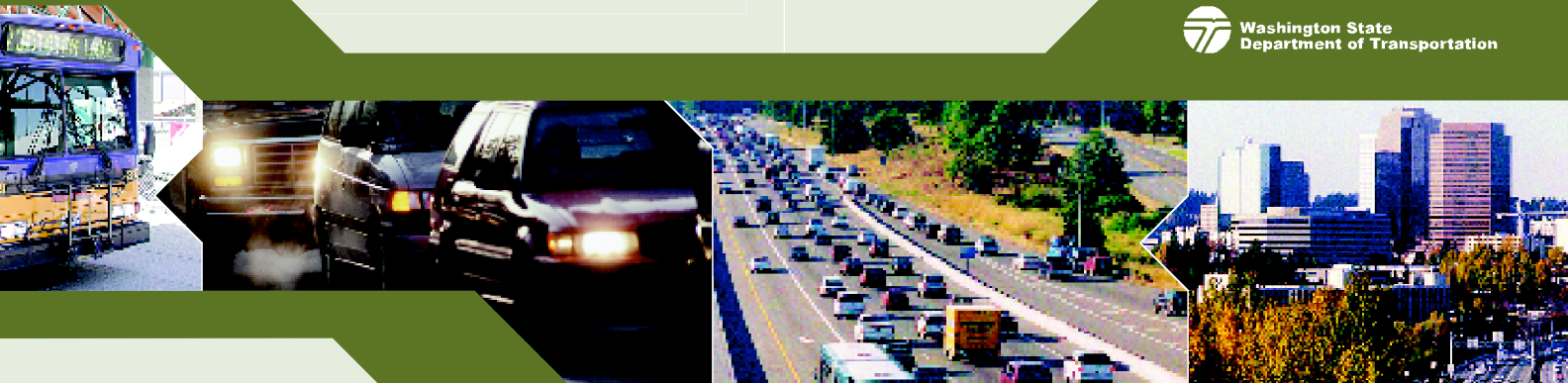
Interstate 405 Project

Community Guide

**next steps
for
moving ahead**



Washington State
Department of Transportation



Roadmap to the Future

the Future



I-405 is a key part of WSDOT's roadmap for improving safety and relieving congestion on our highways. The Nisqually Earthquake made the Alaskan Way Viaduct even more vulnerable and the state's highway system is riddled with congestion chokepoints in urban and rural areas — like SR 509 and SR 520 Evergreen Point Floating Bridge. Plans are moving forward on most of the region's highways to make congestion and safety improvements and provide people choices — buses, HOV lanes and single-occupant cars.

By completing I-405 improvements, we gain a critical link to move people and freight around the region.

For more information, visit www.wsdot.wa.gov/projects.

I-405 fact

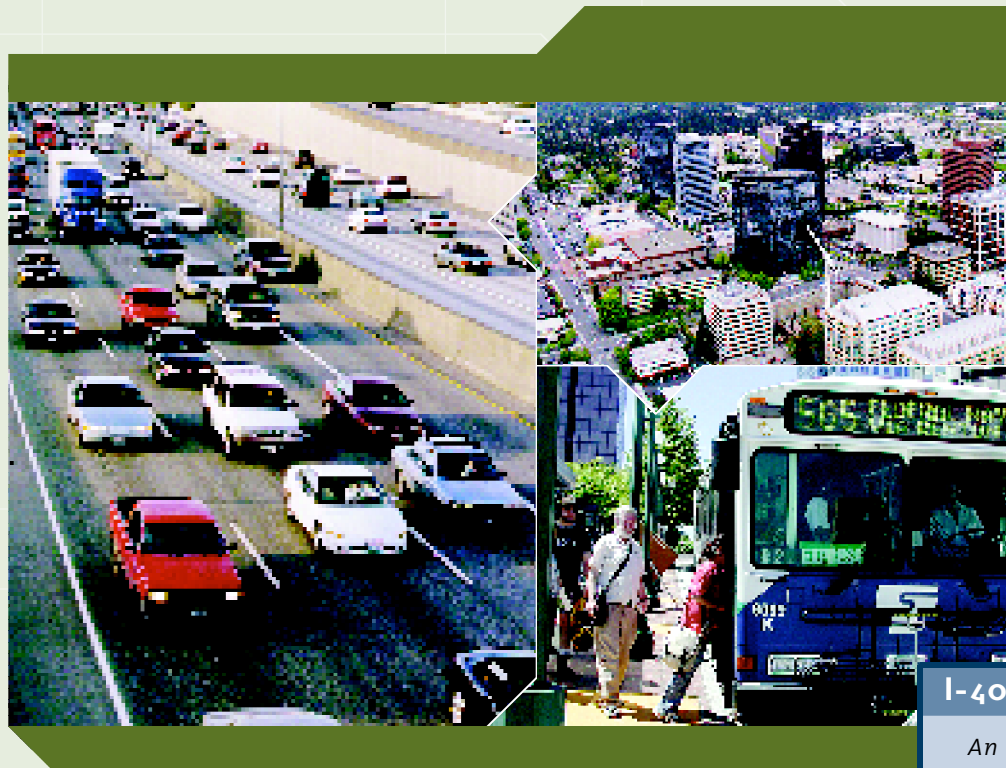
Currently, the Puget Sound region wastes an estimated \$500 million to \$600 million every year in lost wages and fuel due to extreme traffic congestion.

I-405 Project: Securing Our Future

Congestion on I-405 lasts up to 12 hours a day. As we sit, wedged bumper-to-bumper, it's clear the freeway and surrounding streets are filled to capacity.

Our state's transportation crisis should come as no surprise. Over the past two decades, our population has increased 43 percent, jobs increased 58 percent and vehicle traffic soared 88 percent. What's more, congestion will continue to get worse if nothing is done to accommodate the transportation needs of an additional 1.5 million people and over 800,000 new jobs projected for the state over the coming years.

Responding to the urgent call for action, WSDOT convened every city and agency in the I-405 corridor to find solutions to common problems. After two years of hard work, public outreach and consensus building, regional leaders reached a major milestone, announcing the I-405 Plan, a balanced, multi-modal transportation plan to fix the I-405 corridor.



Why Should We Care About I-405?

- 600,000 people use I-405 every day
- I-405 improvements will take 20,000 cars off Interstate 5 every day
- Twice the tonnage of goods flow through I-405 than are shipped through the Port of Seattle
- I-405 is a major center for Microsoft, Boeing, PACCAR, and many other major employers
- Congestion delays average 12 hours a day in Renton, 6 hours through Bellevue, costing millions of dollars in lost time and fuel

I-405 fact

An additional 250,000 people are projected to move into the I-405 corridor over the next 20 years. This is the equivalent of adding two more cities the size of Bellevue and seven employers the size of Microsoft.

Plan in Place

Let's Get I-405 Moving

How Much Does the I-405 Project Cost?

And what do we get?

The I-405 Plan outlines a 20-year program of transit, roadway and environmental investments in the corridor. Estimated to cost approximately \$9.1 to \$10.9 billion, the project will be able to recoup its costs by:

- Producing travel time savings of \$569 million annually
- Decreasing traffic accidents, saving \$42 million a year

Because the plan is based on a regional partnership, funding will be provided through many sources including federal, state, local and transit agencies.

The I-405 Project will build a balanced, multi-modal set of improvements to provide more travel choices and reduce traffic congestion. The plan does not call for one massive construction project, but rather a system of investments for all transportation users including cars, transit, freight, carpools and bicycles/pedestrians.

The I-405 Project Benefits Everyone by:

- Reducing time stuck in traffic by over 13 million hours per year
- Accommodating an additional 110,000 trips per day in the corridor
- Creating 1,700 new vanpools — over a 100% increase
- Increasing transit service by 50%
- Building 5,000 new park-and-ride spaces

Cost Breakout

Freeway: \$7.4 billion will go toward adding roadway capacity and eliminating choke points on I-405 for cars, transit and freight. These roadway improvements will help speed the movement of people and goods throughout the region.

HOV/Transit: \$2.3 billion will be spent to provide a Bus Rapid Transit system utilizing an enhanced HOV system on I-405 and connecting arterial streets. This will be combined with an aggressive Transportation Demand Management (TDM) program, expanded local bus service, park-and-ride lots and pedestrian and bicycle facilities to reduce the numbers of cars on the roads.

Arterials: \$1.2 billion will be used to fund increased capacity on high priority arterial projects in local cities. These projects improve connectivity to I-405 and add capacity to key north-south community choke points, removing traffic from neighborhood streets.

The I-405 Plan



Legend

- **Added Freeway Lanes & Connections**
Two new lanes added each direction on I-405 and interchanges upgraded, key chokepoints fixed at SR 167, I-90, Kirkland and Bothell
- **Bus Rapid Transit (BRT) Service**
New bus rapid transit system deployed
- **Transit Service**
70% Transit service increase with HOV lane and direct access improvements
- **Arterial Improvements**
Local arterials improved
- ◆ **HOV Projects**
- 🚌 **BRT Stations**
Ten new BRT stations
- 🚏 **Transit Centers**
Nine new transit centers
- 🚗 **Park-and-Ride Lots**
5,000 new park-and-ride spaces
1,700 new van pools

The Design/Build Method:

Quicker, Less Expensive, High Quality

I-405 Project Principles

- Address the worst areas first
- Build to the vision of the I-405 Plan
- Keep projects on schedule
- Balance the investments
- Leave the environment better than today

The “design/build” method of construction is an innovative strategy the I-405 Project will utilize to speed up construction time and control costs. The design/build method means the same contracting team will both design and build the project. In other words, as some portions of the project are under construction, others are being designed. The result is a quality product completed in a shorter time period and within a smaller budget with fewer disruptions for freeway users and communities.

A team of local and national experts who have successfully used the design/build method on large-scale projects around the country are overseeing the I-405 Project.

I-405 fact

Design/build construction is new to Washington. In an effort to speed delivery of major projects, in 2002 the Washington State Legislature enacted new legislation setting the stage for the use of design/build.

Priority Number 1: Keep I-405 Moving & Keep You Informed

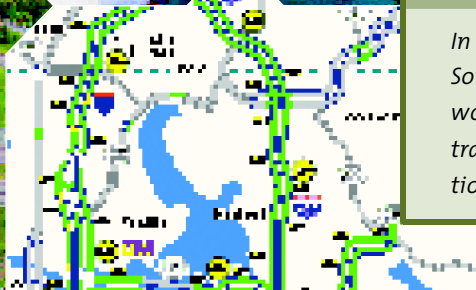
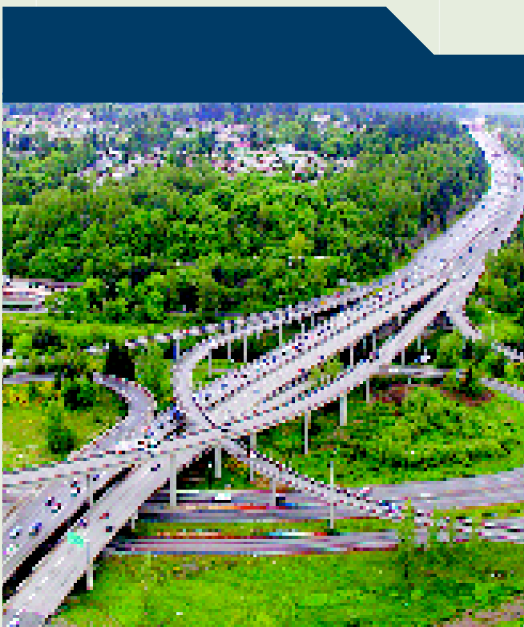
In May 2002 a public opinion survey found our region to be in strong support of the I-405 Project. People emphasized their desire for quick improvements and for traffic to keep moving during construction. They also wanted the worst areas fixed first.

Anticipating the impact of construction on commuters and residents, an unprecedented public information and education campaign will be launched prior to construction. Our goal: Keep I-405 moving and keep you informed.

Project leaders are dedicated to maintaining an accelerated construction schedule while providing the community with up-to-date construction information through a variety of sources including radio, television, newspapers and internet-based technologies.

Tools to Keep You in the Loop

- Television
- Radio
- Newspapers
- Internet
- E-news
- Roadway message signs
- Mailings



I-405 fact

In a 2002 public opinion poll, Puget Sound residents said they wanted the worst congestion spots fixed first, traffic to keep moving, and construction done quickly.

Working with Property Owners

Assistance Provided

Relocation experts will work directly with homeowners and tenants to evaluate their needs and provide advisory services for:

- Explaining homeowner/tenant rights
- Securing loans
- Contacting realtors and movers
- Searching for new home or business locations
- Providing housing relocation costs, including money to supplement rent and down payment assistance
- Paying for moving costs

To the greatest extent possible, I-405 Project construction will take place within the available I-405 right-of-way. However, I-405 improvements will require some right-of-way purchases. As the design stage moves forward, the project will continue to make an effort to limit property impacts through innovative design and proactive community involvement. Sign up for updates and keep informed of community events on the project website at: www.wsdot.wa.gov/i-405.

The project's real estate program is committed to working with homeowners and businesses. To ensure all property owners are treated fairly, the project team will follow established federal procedures to buy properties and to help move residents and businesses.

If property is needed for project improvements, a real estate appraiser will determine the market value of the land and property owners will receive an offer for fair market value. The vast majority of property acquisitions occur with acceptable negotiated settlements.

Once an owner receives an offer for their property, occupants have at least 90 days to move. No one will have to move until comparable replacement housing has been found.

Businesses are also eligible for moving and some reestablishment costs. Like residential properties, relocation experts will be on hand to help businesses move.



Reducing Freeway Noise

The I-405 Project recognizes the need to address noise levels on I-405. Options include noise walls, barriers, creation of buffer zones and landscape enhancements.

The installation of noise walls and natural features, such as greenscapes, will reduce traffic noise levels as well as soften the area's landscape. Noise barriers most effectively reduce noise levels for the first rows of homes nearest the roadway. Homes further away from noise barriers and the roadway will experience a natural decrease in noise levels. Any structures, including other homes, will also reflect and absorb roadway noise.

Noise walls are made of masonry and concrete panels, and are usually around 10–12 feet high. The project team will work with neighborhood associations, local elected officials and other groups to incorporate local input into noise wall design.

Noise walls and barriers will not mitigate all traffic noise. Before a wall or barrier is installed, each solution will be examined under WSDOT's Feasible and Reasonable Policy (*see sidebar*) that considers engineering factors, such as the ability of the wall to achieve a reasonable noise reduction, and practicalities such as unacceptable safety and maintenance considerations. The policy helps also minimize property disruption.

Feasible and Reasonable Policy

Feasible Engineering Considerations:

- Is it physically possible to implement a solution that would achieve the noise reduction goal?
- Is property accessible?

Reasonable: Does it make sense and is it practical?

- Cost per benefit achieved
- Amount of reduction achievable
- Desire of residents



The Environment:

Treasures to Protect... ...Opportunities to Enhance

Environmental benefits

- Wetlands
enhancements
and restoration
- Noise reduction
- Habitat restoration
- Community
enhancements
- Fish and aquatic
habitat improvements
- Surface water
enhancements

The I-405 Project offers an unparalleled opportunity to fix and enhance environmental resources in the corridor. In fact, many environmental and natural habitat conditions will continue to suffer if left alone without enhancements proposed by the project. In addition to retrofitting the freeway to open blocked fish passages and prevent water runoff into sensitive areas, the project will provide the opportunity to rehabilitate and create wetlands and streams as a part of the project's environmental program.

Project investments will also help contain urban sprawl by encouraging employment and residential growth to remain within the urban growth area, reducing pressure for development to occur in rural areas. The project will link existing facilities and services with a multi-modal transportation system that will reduce the need for trips outside the corridor's urban centers.

I-405 fact

I-405 improvements will reduce congestion, allowing commuters to spend less time traveling, reducing air pollution while moving more cars and buses.

The I-405 Project:

A Community-Based Partnership

The I-405 Project is committed to ongoing community participation and guidance. The project's extensive community outreach program will continue to foster open communication between the project team, decision-makers and the public. As the project moves into design stages, community outreach will include regular updates and opportunities for one-on-one public input into proposed design concepts through:

- Community open houses
- Public workshops
- Community briefings
- Up-to-date program website including online public feedback surveys and community calendar
- Program newsletters
- E-newsletters
- Extensive media outreach



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We Want to Hear from You!

The I-405 design process provides a unique opportunity to ensure the finished project fits the values of your community and surroundings.

Sign up for regular updates. Find out what's going on in your neighborhood. Get involved.

Contact:
Nancy Beshaler, WSDOT
206.768.5888

I-405 Project Office
WSDOT
6431 Corson Avenue S.
Seattle, WA 98108

E-mail:
i405@wsdot.wa.gov

Web:
www.wsdot.wa.gov/projects/i-405

Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting WSDOT-OUM, 206.464.5878 , usually two weeks before the meeting date. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 1.800.833.6388, Tele-Braille at 1.800.833.6385, or Voice at 1.800.833.6384, and ask to be connected to the event sponsor's phone number.

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at 360.705.7098.

